

said that he would try his best to deserve success.

The National Liberal Federation has issued a circular in connection with the rejection of the Home Rule Bill by the House of Lords, in which it says that the question of sending or ending the House of Lords may displace, for while, in the House of Commons, all other subjects of reform. The question, the circular adds, needs further treatment.

Several questions have been asked in the House of Commons in regard to the time spent by the Duke of Edinburgh, now the reigning Duke of Saxe-Coburg and Gotha, in performing the duties of his recent office of naval commander-in-chief at Devonport.

Responding to the questions the Rt. Hon. Sir U. Kay-Shuttleworth, Secretary to the Admiralty, declined to admit, as some of the questions implied, that the Duke, who was at that time an Admiral of the British Navy, had been absent on leave to months of the 34 he had commanded at Devonport. He declined to say whether it would have been contrary to naval practice if the Duke had been absent ten months. He concluded by declaring that the Duke had been subject to the usual regulations embodied in the rules of the Lord Commissioners of the Admiralty. It may be well to state that it is but a short time ago that the Duke of Edinburgh was promoted to be an Admiral of the Fleet and his position at Devonport was given to Admiral Sir Algernon Lyons. A short time after the Duke's accession to the throne of Saxe-Coburg and Gotha he resigned from the British Navy, retaining only the honorary title of Admiral of the Fleet.

PARADE, September 15th. In accordance with an order issued yesterday, suspending all public meetings and processions in this city and its suburbs, five young men, who had made utterances offensive to the Government, have been suspended. In order to be certain that no further adverse comments upon the Imperial decree shall be published the Government has ordered all articles intended for publication in Chinese papers to be submitted to the police for approval or rejection three days before the papers go to press. One provision of the suspended law has reference to public assemblies. Clubs have been closed to come under this head and several club-houses have been closed and the funds and papers of the organizations seized. The young men are deeply indignant at the action of the Imperial Government and there is much suppressed excitement among the political group. The authorities are vigilant, however, and it is scarcely believed that the anti-German agitation will go much beyond legitimate bounds.

Later. The Government has taken more rigorous steps to suppress the Chinese agitation. A new decree was issued today prohibiting parades, meetings on the streets, wearing badges or the display of any except the national flag.

ROME, September 15th.

The Italian Government has received a despatch from Rio Janeiro stating that Admiral de Mello informed representatives of the foreign powers at Rio Janeiro that the vessels of the insurgent squadrons would open fire on the city's defenses at 10 o'clock on Wednesday morning. The forts in the bay will be first attacked separately. It is believed, and upon the result of this bombardment the future movements of the rebels will be decided. In consequence of this announcement arrangements were made to send foreign warships and merchant vessels at Rio to positions outside the line of fire. A British gunboat was to leave the bay to join all incoming boats to stay on the coast until the result of the bombardment was known. Much anxiety is felt at Rio as to the fate of the city in the event of the success of the rebels, for, in spite of dispatches sent to the Government, there is no doubt as to the loyalty of the forces in the bay. It is said that the garrisons will exchange a few shots, and then hand down the colors and join the rebels. The Government, however, seems to be confident of the garrison's loyalty and that of the troops in the city, even if the forts surrender.

Buenos Ayres, September 15th. The captain of the gunboat *Alagoas* has despatched from Admiral de Mello's squadron. He hurried to Rio and there gave information to the President of the movement of the rebel ships. All the points which were favorable to the landing of an invading force were strongly entrenched. The warship *Tiradentes*, which still remains loyal, has put to sea. It is expected that she will meet the rebel fleet. If the two vessels meet a desperate sea fight is inevitable. The loyal ship *Bahia* has been ordered back from Bahia to the upper river squadron remaining loyal. The students in San Paulo have declared against President Píxoto. All the foreign ships in the harbor remain neutral and have decided not to interfere in the revolution. Brazilians living in Buenos Ayres believe that the success of the revolution means the restoration of the monarchy. The British telegraph office are situated near the arsenal and the staff of operators, fearing the building would be shelled, abandoned their posts. It was, for this reason, been impossible to get details of the bombardment. The consuls for Great Britain in this city and Montevideo, decline to despatch vessels for any port in Brazil except Santos. The coasting steamer *Destero* was detained at Montevideo last night just as she was getting under way. The Brazilian minister requested that this action be taken as she had on board supplies for the rebel war vessels under the command of Admiral de Mello. Consular houses have protested to the foreign ministers against the suspension of telegraph communication with Rio de Janeiro.

LONDON, September 15th. Brazilian advices are to the effect that, after Admiral de Mello began the bombardment of Rio de Janeiro, the garrison of the largest and strongest fort declared for the rebels. The town has a desolate appearance. The people who are compelled to remain are greatly excited. All business is at a standstill. The air is full of alarming rumors.

A Vienna correspondent of the *Times* says the Hungarian Government has reduced the official price of the product of its silver mines from 90 to 57 florins per kilogramme. Austria is expected to take the same step soon.

Royal Phelps Carroll, owner of the *Navahoe*, said this evening that he considered it a better boat than the *Valmy* in reaching and running, but he admitted that he was disappointed in her windward work, on which the races always depended.

Lord Dunraven, owner of the *Valmy*, said this evening that he had no idea she would reach New York before next Saturday. He does not feel the slightest uneasiness about her, as he does not regard her as overdone. Lord Dunraven added that he would remain in the United States only for the race for the America Cup. He had entered the *Valmy* only for this event and would not prolong his visit after the match.

HONGKONG NOTES.

TYPHOON EXPERIENCES.

(FROM OUR CORRESPONDENT.)

Hongkong, 1st October, 1893.

In accordance with my note of the 29th ult. I now send you an account of the occurrences during the storm. Early on Thursday evening the increasing wind gave warning of danger. The sea was accompanied by a high tide, and as the wind

strengthened, the tide rose higher and higher, causing great commotion amongst the boats and junks. By daylight the tide had risen some four feet above an ordinary high water mark, and flooded the streets and houses in many parts of the town to a depth of two or three feet, the wind driving large cargo-boats over places usually high out of the water, and the storm-driven waves, beating against the walls of houses and embankments, played sad havoc with some of our residences and the godowns of the merchants.

The south fort, at the entrance to the harbor, had its protecting embankment, half washed away, and fully half of the outer walls, already shaky, were utterly demolished. The dyke from there to the town was terribly cut up and in a couple of places completely washed away. Two large junks are ashore on the top of the remains of this dyke, and another large boat was driven from the river right over the main road by the back creek and now lies high and dry on the parade ground in front of the large temple there. Many of the bamboo-bushes, so common here, were blown away or other trees or four houses in the native districts partially wrecked. I hear that three or four persons were drowned in my immediate vicinity: hundreds of pigs and fowl ready for shipment were killed, and much valuable merchandise of every description destroyed in the godowns. Altogether such damage was done as will cripple many of the smaller business concerns, and cause this typhoon to be remembered for years. The last storm of this severity occurred in 1879.

All the residents here are complaining bitterly of the mail accommodation from Hongkong to this port being so lax. Sometimes no mail arrives for a week and then a Halphong steamer will come in on her way down to land passengers, and report that, not having notified the Post Office of her intention to call here she has no mail for Hongkong. As every steamer is supposed to report, and all here expect letters by the first steamer, this failure to notify causes great discontent.

October 6th, 1893.

Before Holbow had recovered from the blow of the 27th ult. it was visited by another on the 2nd and 3rd inst.

Early on the morning of the 2nd the wind from the N.W. was very fresh, and with a falling glass gave signs of increasing. By evening it was blowing with typhoon force, and continued until midnight of the 3rd. Then it settled down. Although very low, the glass did not reach the level of the previous blow.

One marked feature was that the wind blew steadily from the N.W. all the time. During these two days over six inches of rain fell and this, together with the force of the wind driving the water up from the Gulf of Tonquin, caused a repetition of the flooding of the town. Houses that had been shaken previously were now broken down; the forts lost all their protecting embankments, and several more junks were driven ashore. Masons are now in such request that they cannot be had without waiting for one's turn.

On the 30th, the French steamer *Hanoi* put in from Halphong short of coals. She came very near being lost on her way up owing to an insufficiency of fuel. Having procured a small supply she attempted to leave on Sunday, the 31st, but meeting the second blow outside had to put back and remain until Wednesday when, having secured more coal from the steamer *Hongkong*, she resumed her voyage.

The Danish steamer *Als* came in from Halphong on Sunday, and the French steamer *Hongkong* from your port on Monday. Both had to remain until the blow subsided on Wednesday.

On Wednesday night the German steamer *Dieterich* from Singapore put in short of coals, she having had to burn all her loose woodwork to enable her to reach here. She reported very bad weather outside.

While all the boats from both ways report trouble and delay, luckily we have so far heard of no serious casualties. Even the native fishing boats appear to have been in safety, as none are reported lost.

As usual, whenever anything serious occurs, the telegraph line is reported broken and we have had no news from Hongkong since Sunday.

SOOCHOW.

(FROM OUR OWN CORRESPONDENT.)

29th September 1893.

The missionary (2nd) in this city has recently received heavy reinforcements. At the first annual meeting of the Literary Association, the Rev. W. N. Crozier, American Presbyterian, was President. Dr. Hart, (son of the veteran Vice-Dr. V. C. Hart) American Methodist, Secretary. Mr. and Mrs. Brittain hospitably entertained the Association.

Dr. A. J. Parker read a carefully prepared essay, describing the Government colleges in Soochow. He dwelt briefly upon China's proud boast that in all matters relating to philosophy and moral teaching she is superior to all other nations. He then discussed the founding of these Government schools, which was done mainly by leading statesmen of the present dynasty. There are three colleges in the city, endowed with money, partly with land. They are under the control of the high provincial officers, who live in Soochow, and these officers appropriate annually some thousands of taels to aid in supporting the colleges. The examinations are assigned and smooth. Subjects for essays are assigned and the reward is a sum of money paid all at once. In cases where the student receives a stipend paid monthly. There is a library connected with one of these colleges, and students are allowed to use the books. The library regulations are very strict. Many other interesting features of the subject were ably discussed. I shall not dwell upon them for the paper will be published, and may be read in full by those who are interested in the matter.

The strong meat presented in Dr. Parker's essay was followed by a most enjoyable dessert. This was a practical welcome addressed to the new missionaries by the Rev. W. N. Crozier, who in happily chosen words expressed the sentiments felt by the members of the Association on seeing their ranks increased. Our poet reminded the new recruits of the importance of Soochow and neighboring cities, showed how the people in their pride and blindness need Christian light and truth, and assured those who have so recently left home and friends that while they must expect toil and opposition they shall have from friends sympathy and aid.—*N. C. Daily News.*

CHENTU.

(FROM OUR OWN CORRESPONDENT.)

9th September, 1893.

The summer was unusually cool, and damp even for Chentu. Our fears as to the return of cholera were groundless, and a more healthful summer could not be desired. The old *Viceroy* holds on, but our popular *Fantai*, Kung, left all too soon, and from native accounts, greatly against his desire. The provincial treasurer, a ship of this province is a very lively poet,

and no doubt greatly sought for by aspiring officials. There has been little weather suitable to harvest the enormous rice crop, and much of the crop must be injured.

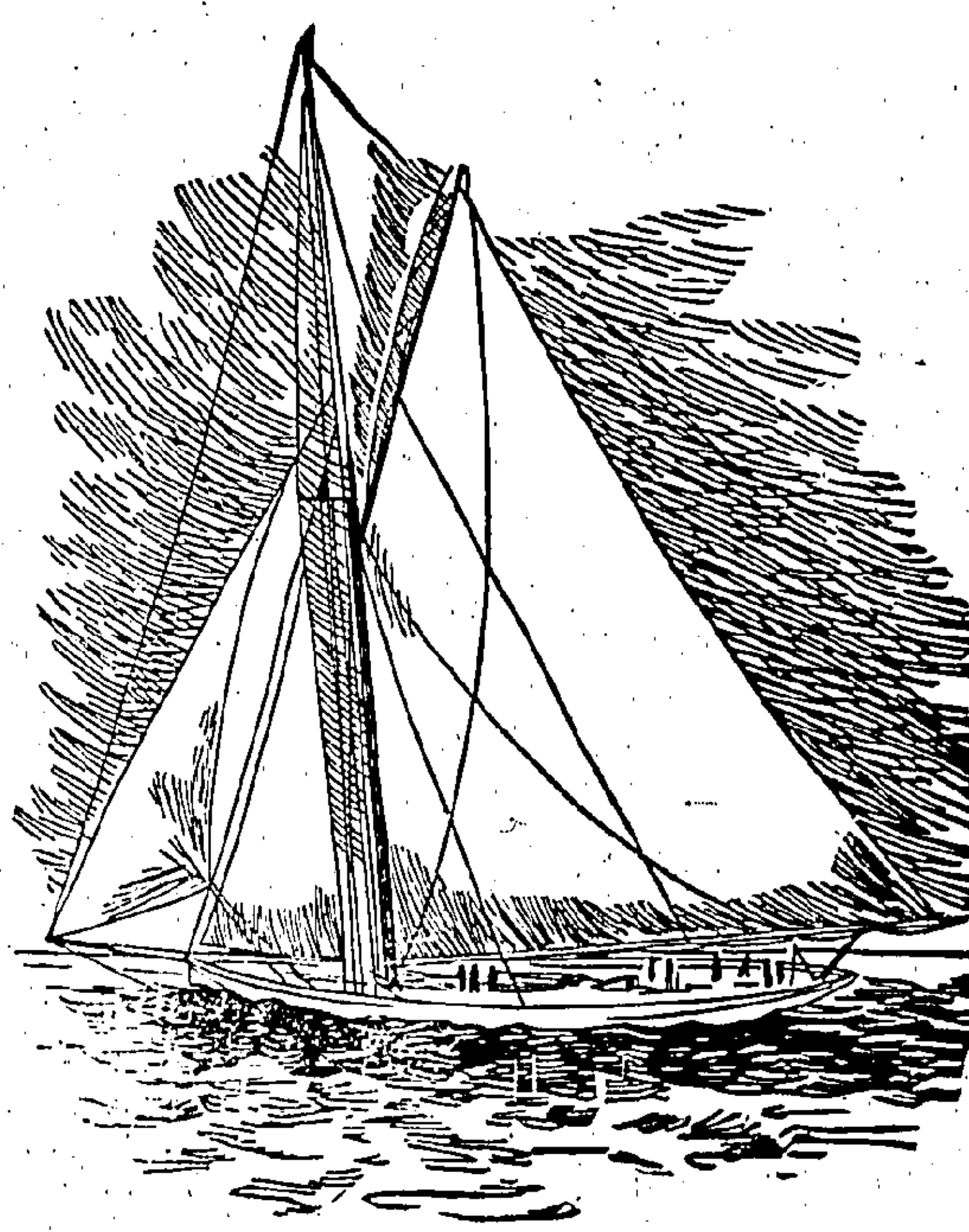
The literary examinations are about to begin; the number of candidates are not above 14,000 this year. This influx of literary men with many thousands of followers is scarcely perceptible in our populous capital.

Everything is quiet here, and in the province so far as we know. The missions here and in the vicinity have had a peaceful and prosperous year—making advances in every direction. The Canadian mission has been reconstructing Chinese buildings for dwellings, schools, and chapel, and are about to begin another chapel and hospital buildings. Mr. Horsburgh has rented a large place at Kwanlin, 35 miles west of the city. Sunghun has been occupied by several months. At Kiatling the China Inland Mission have exchanged their inferior quarters for very fine ones, which are situated in the best quarter of the city. The missionary community has suffered loss in the departure of Rev. H. O. Cady, who has spent two years in the city in pioneer work for the Methodist Episcopal Church.

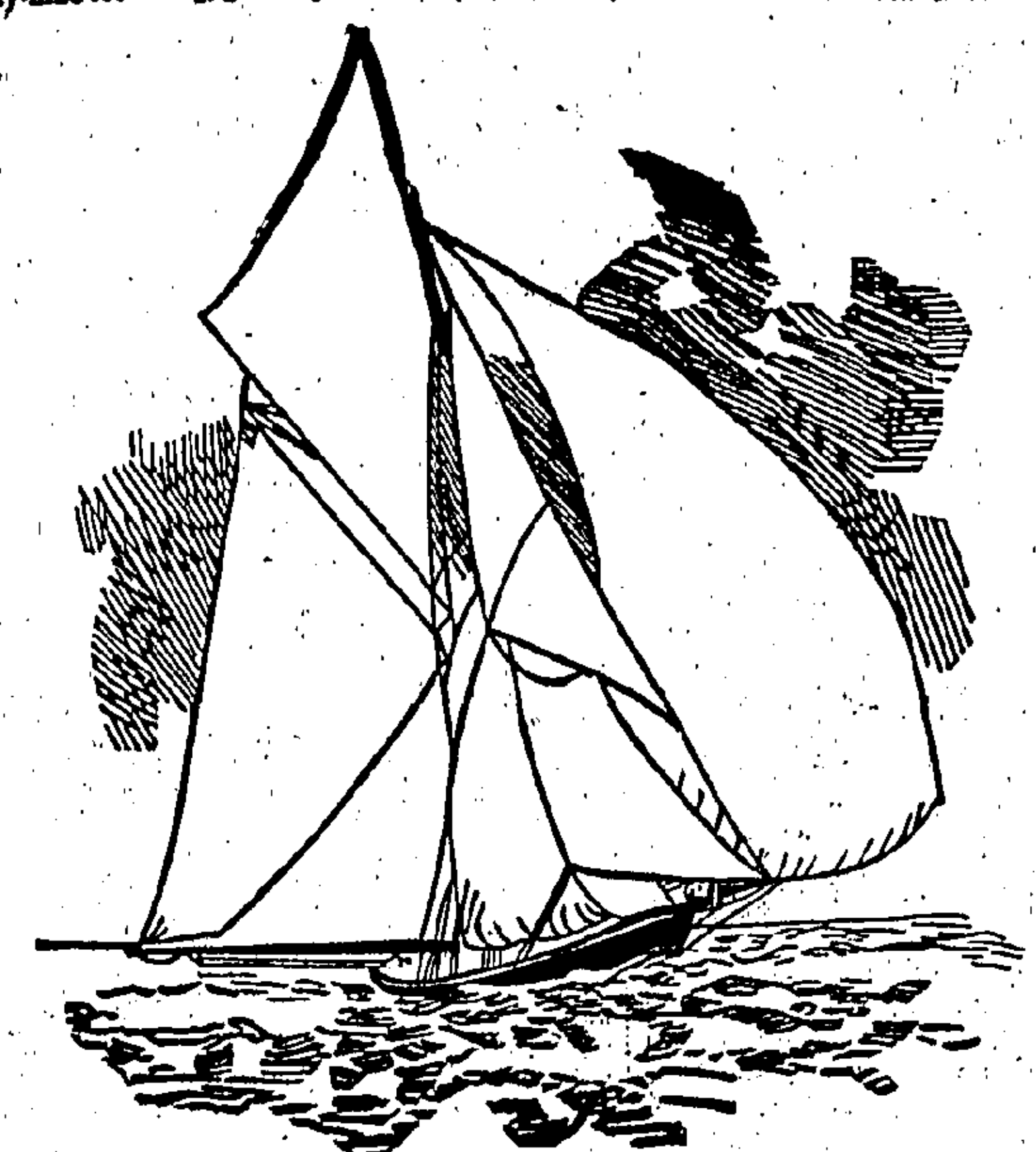
THE "AMERICA" CUP.

The learn by cablegram from London that the American yacht *Vigilant* has beaten Lord Dunraven's cutter *Valmy* in the second heat for the "America" Cup, so that this coveted trophy of the yachting world will still remain on the "other side of the Atlantic." The result of the two races that have already taken place in New York harbor will be no surprise to those acquainted with yachting matters. That the *Valmy* is a very fast sailer—in all probability the speediest of all British yachts—has been made plainly evident from the numerous successes from the harbor of America; but it must be remembered that she had to sail across the Atlantic, which necessitated stability and sea-going qualities in heavy weather being important considerations in her construction, which of course handicapped her heavily against the selected of the four racing machines specially constructed by American yachtsmen to race in the shallow and comparatively protected waters

over which this contest has to be decided. The American yacht *Navahoe*, which has lately been racing in English waters, has beaten time and again by the Clyde-built cutters, although Mr. Carroll's yacht was reported before leaving New York to be as fast as anything afloat. After Lord Dunraven's challenge for the "America" Cup had been accepted, American yachtsmen at once set to work, as they did in the cases of the *Egeria*, *Genesta*, and *Thetis*, to build new boats to meet the foreign invader. Four racing craft were decided on, Boston and New York being responsible for two each. The New York yachts were the *Colonia* and *Vigilant*, those from the harbor of America the *Pilgrim* and *Thetis*. As the result of three trials between this quartette, the *Vigilant* proved successful and was unanimously selected by the "America" Committee to do battle against the *Valmy*. The wisdom of that selection is conveyed in the telegrams reporting her dual victory over her rival. The following is a wood-cut of the Yankee flyer:—



The *Vigilant* belongs to a syndicate composed of Commodore Morgan, Mr. O. E. Iselin, and a number of other gentlemen interested in the sport. She was built by the Herreshoff of Bristol, R. I., and is a center-board sloop of the following dimensions:—Length over all, 128 feet; load-waterline, 85 feet; beam 26 feet; draught, 14 feet. She has a tremendous sail plan, and to make her stand up under it her large beam is assisted by seventy-five tons of ballast. So great a combination of beam and depth in an 85-footer has never before been attempted. Her midship section is rather full, with a round, easy bilge. She is an experiment, not only in her combination of elements of power and speed, but also in her material, being plated with but also in her top streak, which is of steel. Tobin bronze, it is declared, will not rust and is hard to foul. It is light and strong and gives a smooth surface such as cannot be obtained on a steel boat. If the *Vigilant* is a success in regard to the material of which she is constructed it is probable that many future racers will be built of Tobin bronze. Her boom is twenty-nine feet long, and fifty-seven feet and bowsprit (outboard length), forty feet. Much attention has been paid to the sails. They are made of a particular kind of cotton, which is said to be stronger and lighter than that ordinarily used, and they fit perfectly—better than did any of the other Cup defenders on their first trials. The *Vigilant* points very high, and steers easily, and her work has shown her to be a very fast boat. How much advantage the Tobin bronze bottom is going to give her in the races against the others must be decided later. One of the Herreshoffs is reported as claiming it will give her five to ten minutes in a thirty-mile race; this is of course assuming the others to be of equal displacement, similar model, etc., which they are not. The center-board of the *Vigilant* is made of thin plates of bronze and is hollow. It is 17 feet long and 10 feet deep. Her sailing master is William Hansen, a Norwegian, 46 years old, who went to sea when 17 years old, and began yachting in America in 1870 in the schooner *Alfa*. He was formerly sailing master of the schooner *Sachsen*, and in her won many races. The following cut gives a fair notion of the *Valmy* under canvas.



She was designed by Watson and built on the Clyde. Through some slight miscalculation in her construction she was found to measure on the load line 55.83—the agreement for the "America" Cup being 55 feet—so a considerable number of alterations had to be effected before she was eligible for the task she was specially built to carry out. The *Valmy* rates 147.00

and has a sail area of 10,208 square feet. Lord Dunraven's yacht is too well-known to require further details being given here, but many brilliant victories in home waters are matters of yesterday, and although adding another to the rather lengthy list of defeats from American yachts, we are quite certain it will be found that, by accidents and circumstances unforeseen, the *Valmy* made a good show for victory.

Intimations.

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HAVE JUST LANDED

ENGLISH-MADE FOWLING PIECES WITH CASE AND IMPLEMENTS \$50 and upwards. ELEV'S CARTRIDGE CASES, BAGS AND BELTS, NEW CASTLE CHILLED SHOT, SHOOTING STOCKINGS in great variety, RAYMONS TAYLOR LEATHER BOOTS AND SHOES, BROWN CANVAS WALKING AND TENNIS SHOES, DOG COLLARS IN NICKEL, BRASS AND LEATHER, DOG CHAINS, &c.

CARMICHAEL & CO., LTD.

18, Praya Central, Hongkong.

Hongkong, 19th August, 1893.

Co-day's Advertisements.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MOGUL," FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignments, and to take immediate delivery of their Goods from alongside. Cargo Impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 11th October 1893.

A. E. SKEELS & Co.,

Telegraphic Address "SOPRINOS," Hongkong, (A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & GENERAL MERCHANTS.

No. 17, PRAYA CENTRAL, Under Messrs. Douglas LaPrall & Co.'s Offices.

Messrs. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of all kinds of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash Advances on Goods for Auction.

Cargoes received for Storage, Insurances effected.

Hongkong, 28th April, 1893.

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PUBLIC AUCTION

BY A. E. SKEELS & Co.,

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Comprising:—

Japanese Porcelain Ware, Silver and Nickel-Careed Watches, Gold Chains, Plumbers' Fittings and Tools, French Butter (1 lb. Tins), French Cheese in Glass Jars, Almonds and Biscuits.

Notes, Indian Chutney, Dried Fruit in 18 Gall Casks, Bottled Stout (quarts) in Splendid Condition, Beer, Wines, Spirits, Manila Cigars in 100, 200 and 500 boxes, Cigarettes in 500 boxes, Focchow Tea (this season's) in catty boxes, also Scotch Oatmeal, Camphor, Bar Soap, Towels, Rugs, &c., &c.

The above will be offered in Convenient Lots. TERMS OF SALE:—Cash on delivery.

On view on Thursday A.M.

A. E. SKEELS & Co., Auctioneers & Valuers.

Hongkong, 11th October, 1893.

[1100]

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by

PUBLIC AUCTION, ON

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at his SALE ROOMS, Queen's Road.

SUNDRY HOUSEHOLD FURNITURE, &c.

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BLACKWOOD MARBLE-TOP CENTRE and SIDE TABLES, BEVELLED GLASS OVERMANTLES.

PICTURES, ORNAMENTS, CARPETS and RUGS.

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TERMS OF SALE:—At customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 11th October, 1893.

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Intimations.

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(Corner of Queen's Road and Duddell Street.)

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Monthly Board for One Person...\$35.00

Tiffin...\$15.00

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast...\$0.50

Dinner...\$0.75

Special Tiffin and Dinners served in Excellent Style at short notice.

W. THOMAS, Proprietor.

Hongkong, 3rd May, 1893.

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Hongkong, 28th February, 1893.

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NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO NEW ENGLISH BILLIARD TABLES.

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HAUENSTEIN'S HOTEL, AMOY.

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An experienced M. tron will be in attendance for Lady Visitors.

Terms Moderate.

R. HELLWIG, Proprietor.

Amoy, 13th September, 1893.

[1019]

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SUMMER RATES.

One person, per day...\$ 4.00

One person, per week...25.00

One person, one month...\$70 to 80.00

Married couple (occupying one room) per day...7.00

Married couple (occupying one room) per week...45.00

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For full particulars apply to

VICTORIA HOTEL

Hongkong, 11th April, 1893

[907]

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The very best LIQUORS and ACCOMMODATION.

They come as Strangers but leave as Friends.

BEN. FRANKLIN TAYLOR, Proprietor.

Hongkong, 28th March, 1893.

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SEVEN hundred feet above Miyazoshita, picturesquely situated on the Hakone hills, enjoying a Cool Breeze throughout the Summer months, and

